matches for the Queen's Cup, make their report, which is published in the HERALD to-day. Its tone is marked by great forbearance and courtesy toward Commodore Ashbury. The Committee show, in a very few words, the absurdity of that gentleman's first claim to be recognized as the representative of a dozen or more English clubs, and to sail one race for each club, with the privilege of claiming possession of the cup should he be successful in a single contest. By this "sharp practice," as the report correctly designates it, an oyster boat might, and almost certainly would, succeed in carrying off the prize. But Commodore Ashbury's present letter affords evidence that he deliberately concocted this "sharp practice" before the Livonia started on her transatlantic venture. He admits in that communication that he took the "advice of eminent Queen's counsel, without whose favorable opinions" as to his supposed right to claim a number of separate matches, e "should not have sailed." Commodore Ashbury knew that the American yachts could beat the Cambria, which could outsail the Livonia. He could have no hope of success, therefore, with the Livonia except through the unsportsmanlike resort of a technicality or a quibble of law, and he must have hoped to jockey the New York Yacht Club out of the prize he did not expect to win by fair sailing.

Some of the "protests" made by the owner of the Livonia pending and subsequent to the matches are satisfactorily disposed of by the Committee. Others are regarded, as too insignificant in their character to require notice in the report. It will be remembered that Commodore Ashbury claimed the second race of the series, sailed with the Columbia over the outside course, although beaten by over ten minutes, on the plea that the Columbia had rounded the markboat contrary to rules, but the Committee refused to entertain the protest, since the sailing regulations, of which the Commodore possessed a copy, left the manner of turning the stakeboat optional. They now show that on the occasion of the America's victory, in 1851, a Captain Ackers, of the yacht Brilliant, sent a protest to the Commodore of the Royal Yacht Squadron, the Earl of Wilton, against awarding the Queen's Cup to the America, on the ground that he had passed inside instead of outside the Drab Light in rounding, and that the English Committee then decided, as our own Committee did last year, that "when not specified to the contrary the manner of turning any mark or stakeboat was optional." In a subsequent match between the America and the English yacht Titani, in August, 1851, both boats rounded the mark steamer as the Columbia did in the recent contest. We presume, after this ample application of English precedent, even the "eminent Queen's counsel" in the service of Commodore Ashbury will advise his litigious client that this protest at least must be ruled out of Court.

But Commodore Ashbury has a brain fer tile in expedients, and one of his many protests, which the committee has not felt itself called upon to notice, was against the selection of four yachts-the Columbia, Sappho, Palmer and Dauntless—as the competitors with the Livonia for the America's Cap. The object of the Committee in naming four boats, instead of one, was to extend to Commodore Ashbury every fair chance of winning a portion, at least, of the races. Had the Committee selected the Sappho alone for the whole series, no person can doubt that they would have been charged by Commodore Ashbury with "unfair and unsportsmanlike conduct" for compelling him to sail each race against "such a large and powerful schooner," whose superiority was a matter of notorlety. able that they would have been similarly condemned for requiring the Livonia to sail all the time against a centre-board boat. The number of his competitors increased Commo dore Ashbury's chances of success, and if he failed to beat any of them, it was for the simple reason that he had an inferior boat.

The New York Yacht Club has laid Com modore Ashbury's ungracious letter on the table, and has declined to accept the three cups offered by him as prizes to be contended for by yachts in American waters. It is difficult to see how the Club could have adopted any other course, and Commodore Ashbury has only himself to blame for the result. It is evident that he fails to understand or appreclate the spirit in which the America's Cup was won, and in which it is held in trust The contest of 1851, open to the vessels of all nations, was a fair and honest trial of the qualities of the competitors, and the best boat carried off the prize. After the race the hearty congratulations of all genuine British yachtsmen were tendered to the winner, and the Englishmen set heartily to work to benefit by the lesson of their defeat. There was, it is true, an attempt on the part of one English yacht owner-for there were Ashburys in those days-to rob the America of the fruits of her victory by a technicality; but the Royal Yacht Squadron refused to sanction the proceeding, and the Cup was carried across the Atlantic. It remains here, to be won by fast sailing and good seamanship, and not by such "quirks and quibbles of the law" as may occur to the mind of a cunning pettifogger. When any English yachtsman brings over a better boat than our own country can produce and wins back the Cup in a fair, manly contest, he will be heartily welcome to take it and to keep it until we can regain it in a similar manner. But we are confident that every genuine yachtsman in Great Britain would have regretted had Commodore Ashbury accomplished his purpose and suc ceeded in sneaking off, under cover of a sharp legal technicality, with the prize he could not carry away as the trophy of a fair, sportsmanlike victory.

THE EMIGRATION FROM IRELAND to the shores of the American republic is already in very full volume despite the stormy weather .. The Irish have, perhaps, sniffed the a hach of a war storm between the United States and England, and wish to be on the right side-that of justice, freedom and equity.

LORD MAYO AND LORD NAPIER OF MAGDALA would have plenty of work in India should the Alabama claims question bring about a war between Great Britain Mile Posts for Christian Travellers.

As the winter progresses the pastors of our city churches and vicinity seem to be much more intent on giving the people better spiritual food and more of it than they had previously given. This is the spiritual seed time, and in many of our city churches revivals of great power are progressing as a result of better and more faithful preaching. Yesterday Mr. Beecher encouraged his congregation to wait patiently upon God just as the husbandman waits for the precious fruits of the earth. The relation of man to natural laws he explained as illustrative of the work which man has to do for himself while he waits upon God. Mr. Beecher, in his own quaint, sarcastic way, let a few shots fly at those whom he termed "pasteboard Christians," who can trust God at all times except when they most need to trust Him. Dr. Cuyler urged upon his hearers faith in God in all our expectations. "My soul, wait thou upon God, for my expectation is from him." Did not God make us walt for His blessing and His salvation we should be like spoiled children, and steal God's sceptre and try to rule the Ruler. Dr. E. S. Porter explained the nature and characteristics of vital Christianity, which he considered a standing protest against formalism. It is expressed both in the doctrines of the Churches and in the lives of bellevers. There is no Christian life, he maintained, except such as is gained beside the bloodstained cross. All else is unreal and

The discipline of domestic life was the theme of a discourse delivered in Trinity chapel yesterday by Dr. Dix. The very nature of mankind shows that alone we cannot stand against temptation nor adequately perform those high duties which should engage our attention in order that we may be saved. This subject, of course, brought up the marriage relation, and we fear that female suffragists will hardly agree with the Doctor that it is true that a woman's independence is gone when she marries. It may be true in other countries, but certainly not here, and it might have been true here in other ages, but it surely is not now. "It may seem strange," said the Doctor, "that persons nearly alike never come together; but it is no less true." And this strange fact, he thought, tended to promote human happiness. Referring incidentally to unhappy marriages and divorces, the preacher urged upon his church the necessity of standing more firmly by the sanctity and inviolability of the marriage tie. The Rev. Mr. Lothrop, of Boston, com-

menced a series of sermons on Unitarian doctrines yesterday in the Church of the Messiah, and from the synopsis which has come to us we don't wonder at all that Mr. Hepworth was in a hurry to get out of a denomination which, according to this doctrinal expounder, denies the particular mediatorship of Christ between God and man, and places "every man of great intellectual endowments employed in the right direction" on the same plain with Jesus of Nazareth. Christ's coming on the earth was an argument in behalf of our noble powers wasted rather than of utter depravity, and He came not to announce a scheme of general salvation, but to teach a divine religion to men able to understand and receive it. If Christ gave his life, to whom did He give it? asks this divine, and he answers his question by saying that He must have given it to God or the Devil, and if to the latter, then the Devil is not so wicked. Mr. Hepworth, in his discourse on "the perfect day," remarked that the forbearance of God is the one great miracle of the universe. Not only seventy times seven has He forgiven our iniquity, but the times of His forgiveness are absolutely If they had put forth only the Columbia as | countless. Mr. Hepworth indicated the proga higher civilization, and showed that the light is sbining more and more unto the perfect day. Dr. Bellows labored to prove the falsity of Trinitarian belief in the divinity of Christ; but it is not very likely he will make many Unitarian converts from the orthodox ranks, when such prominent members of his own denomination as Hepworth are adopting the orthodox doctrines. Dr. Williams encouraged his Baptist congreation to cry nuto God out of the depths at all times and under all circumstances, and to remember that there is plenteous redemption in Christ, and that, like a faithful shepherd, He will lead His followers by the green pastures.

In St. Stephen's Roman Catholic church Rev. Mr. McCready preached about the unity and stability of the Church and the love and affection which that Church should command of all its followers. The Rev. Mr. McNeirny explained the parable of the sower to the congregation gathered in St. Patrick's Cathedral vesterday and showed them the importance and the necessity of hearing the word of God. Dr. Hitchcock, of the Second avenue Presby terian church, yesterday informed his people that he was about to resign his pastorate here to take charge of the American chapel in Paris. Dr. Hitchcock has been six years settled over this church, and his departure is greatly re-

The Brooklyn church-goers were so struck with the novelty of a woman preacher that they crowded the Academy of Music last evening, and left not a foot of space unoccupied while hundreds went away disappointed because unable to gain an entrance. To those who were fortunate enough to get within hear ing distance Miss Smiley expounded the parable of the marriage of the king's son and the likeness of that event to the kingdom of heaven. It was a simple and touching story, and, told with the tenderness and pathos o which her woman's heart is capable, it had a thrilling effect upon the vast audience. We hope much good has been done, though we dare say that Miss Smiley, like her Master, came not to call the righteous, but sinners, to repentance, and the church folk had better stay in their own churches and let the masses have a chance to hear the Gospel truth from woman's lips.

SHOULD THE UNITED STATES GO TO WAR WITH ENGLAND about the Alabama claims the British government will put a stop to emigration to this country. The skilled laborers of the United Kingdom-carpenters, masons and other handicraftsmen-who come away now will be here just in the "nick of time.

DIRECT LOSSES BY THE REBEL PRIVATEERS. Read the schedule of losses inflicted on our ommerce by the rebel cruisers

Great Excitement in England and the United States on the Alabama Treaty Question.

THE SUBJECT FROM BOTH STANDPOINTS.

England Wants to Recede---America Will Stand Firm.

### A FULL SETTLEMENT OR NONE.

The Direct and Consequential Damages for English Pirates and Premature Recognition.

## GRANT PUTTING HIS FOOT DOWN.

Eight Hundred Millions Sterling the Lowest Estimate of Our Full Claim, Direct and Indirect.

The British Minister Begging America to Reconsider.

FISH ANXIOUS ABOUT HIS TREATY

The Counts in Our Indictment for the Geneva Arbitrators.

Dangers to the Gladstone Ministry.

The British Parliament to Discuss the Position.

WASHINGTON TREATY.

THE ENGLISH VIEW OF THE SUBJECT.

LONDON, Feb. 4 1872. government has sent a despatch to Washington withdrawing from its agreement to submit the Alabama claims to arbitration before the Geneva Board if the Hability of England for Indirect damages re-

The despatch is couched in friendly terms, and gives expression to an earnest desire on the part of Her Majesty's government to carry out all the provisions of the Treaty of Washington.

mains an open question.

## THE AMERICAN VIEW OF THE SUBJECT.

WASHINGTON, Feb. 4, 1872. There is no denial of the fact that our relations with England are in a critical condition. The excitement here among those high in authority has been very great, and there have been constant conferences between the representatives of the American government and the English Embassy. The despatches over the cable published in the newspaper press have not fully represented the

gravity of the situation, as they were mainly based

upon claims. The publication of the case of the United States in Europe has

PRECIPITATED THE DISCUSSION situation in England, as it is represented by the English Legation here, is of the gravest character. Although the tory party was represented by the apnointment of Sir Stafford Northcote on the Joint Righ Commission, it has been the purpose of that party to force the discussion of the question upon the attention of Parliament at its meeting on Tuesday, and compel such a vote as would declare its want of confidence in the Gladstone Ministry.

The Gladstone Ministry appreciate the force of this, and its friends have been using every effort to compel such an amendment of our case as will enable that Ministry to parry the assault of the tories, and if possible to enable the Queen in her speech at the opening of Parliament to make an announcement to this effect. The efforts of the friends of the treaty to

LEAD TO AN ACCOMMODATION

that will avoid a rupture of the treaty have been untiring. English statesmen like Sir John Rose, whose efforts in behalf of the Joint High Commission were assiduous, have been untiring in their exertions to bring about an accommodation. Despatches have been received here to-day and yes. terday urging the administration to withdraw the claim for what is called consequential damage. The President is firm in the conviction that the case as presented by our government shall

NOT BE AMENDED OR WITHDRAWN.

He regards the Geneva Commission as a Court. and feels America has a perfect right to go before that Court, like any other party to an action, and leave to the wise decision of the members the whole question of damages. If our case shows any surprising features, if it is seen that we ask for an enormous sum of money. the fault will be with the English, who permitted themselves wilfully and for their own gain to become parties to acts of war upon the United States. The President feels furthermore that the anxieties and

NECESSITIES OF ANY ENGLISH CABINET must not be permitted to force his administrat into a false position.

A despatch was received to-day from an eminent Englishman, who has been conspicuous in his friendsnip for this country, urging upon the administration a reconsideration of the whole case, as far as the claim for consequential damage is concerned. It was understood here that this despatch represented the views of Lord Granville, the English Foreign Minister. It is known also that despatches more directly from the government have been received by Sir Edward Thornton, the British Minister. Sir Edward, in conversation to-day, did not hesitate to express his anxiety. This anxiety was strengthened by the reception of a despatch from Ministe Schenck to the effect that the

EXCITEMENT IN LONDON WAS INTENSE; but beyond the statement of this fact Mr. Schei made no recommendations. Sir Edward Thornton

combated the views of our administration, as exssed by the President, that the Geneva Commistion was in any sense a Court, and that England and America were to appear before it as parties with a grievance pleading a suit and asking judgment. Re urged upon our government that this view be abandoned, and that it be treated as an amicable conference, anxious for a settlement upon such terms as would lead to a lasting peace. He contended that

THERE COULE BE NO PEACE

if we made the presentation of our case in the form of an indictment against the British government for misconduct, or even as a civil proceeding for damages. He believes that the surest way to come to an agreement is for America to shan don any undefined claim for consequential dam ages and to specify a fixed gross sum that will be accepted in heu of any further claim upon England. Secretary Fish is very much concerned. He does not see how we can withdraw any claim as presented. He sees the gravity of the whole situation, and feels, furthermore, that if Sir Alexander Cockburn should with draw from the Geneva Conference all hope of

AN AMICABLE SETTLEMENT MUST P ,88 AWAY. We cannot, in honor, ask England to take part in new treaty after England repudiates the present. He feels a deeper anxiety than the President for a peaceful settlement on the present basis. His fame as a treaty maker and a diplomatist is at stake. The President, on the other hand, feels that he is now to go before the country, and he cannot allow the administration to pass into the position of amending its case before a hearing

AT THE DEMAND OF ENGLAND.

If England is sensitive the same sensitiveness will be felt in America. The Secretary is dispose to agree with Sir Edward Thornton, that perhaps a common ground can be reached upon the basis of a general gross sum for consequential damages His difficulty in presenting this view will be found in the character of General Grant, who is known to have very decided views upon the question, and to be in the habit of

PUTTING HIS FOOT DOWN

as firmly as Jackson himself when he has made up his mind. The position, then, summed up is this:-Public opinion in England is in a high state of excitement upon the presentation of a claim which is roughly estimated at £800,000,000. Our people reply that, as the English have not hesitated to plesent the Confederate loan for payment, as an offset to our just claims, they should not be sensitive about a statement of a case that exceeds their own conception.

The Gladstone Ministry wish an amendment of the case that will relieve them from the embarrass ment of an excited public opinion that may overthrow them. The administration does not choose to make such a retrocession from a carefully considered claim as will bring upon it

THE CONDEMNATION OF THE COUNTRY. A few days will develop the matter still further and all friends of peace hope that further conference will solve what seems to be a most embarrassing problem. To this end Mr. Evarts is about to return to America for further instructions. A full and complete understanding of this matter can only be had by a knowledge of the points which the United States claim as established and of the same in gross which is demanded. These facts, which make the important feature of our case, have not ye been published. The facts that the recognition of the insurgents by Great Britain as belligerents of the high seas before they had a single vessel afloat had the effect of actually creating them belliger ents-and this was effected exclusively from English ports, the insurgents never appearing as belligerents on the ocean excepting

IN THE SHAPE OF BRITISH VESSELS, constructed, equipped, supplied, manned and armed in British ports-go to make up the first four counts in the indictment. The four following counts are to the effect that, notwithstanding our remonstrance in every prescribed form against the to it and the free acknowledgment of

THE VIOLATION OF NEUTRALITY on the part of Great Britain and the inefficiency of English law was so remarkable, and the refusal to procure additional powers so absolute that the allure to check this flagrant abuse of neutrality, with the aid of the hasty recognition of the belligerent character of the insurgents, had the direct effect of destroying a large number of our merchant vessels on the ocean, and indirectly of

DRIVING OUR COMMERCE FROM THE SEAS. On these eight points the concluding one is based This, stripped of all verbiage and argument, resolves itself into the single proposition that if, in the opinion of the tribunal to settle the whole question under the Treaty of Washington, these facts constitute no just claim against Great Britain, we must bow to the result; but if, on the other hand Great Britain shall not be able to explain to the complete satisfaction of the arbitrators the charges and proof which they present, the United States will count upon an award to

THE FULL EXTENT OF THE DEMAND. This demand is for a sum in gross for direct losses growing out of the destruction of vessels and their cargoes by insurgent cruisers, for the expenditures of the United States in pursuit of these cruisers, for the loss in the transfer of the American commercial marine to the British nag, for the enhanced payments of insurrance and for the additional cost of our civil war by its prolongation. The United States present a detailed statement of the losses to government and merchant vessels and the injuries to persons, reserving the right to present further claims and evidence, and upon these counts the tribunal is asked to make an award. The whole subject is so important that, notwithstanding it was Sunday, the President spent the greater part of the day in

## THE WORK OF THE REBEL PRIVATEERS.

From the following exhibit it will be seen whether the United States government has reason to feel aggrieved over the conduct pursued by England claims before the Geneva Conference will be haved mainly on the acts of the privateers Alabama, Shenandoah, Florida, Georgia and Sumter. The list of the vessels captured and destroyed on the high seas by the cruisers named foots up in the aggregate to 180 vessels of almost every rig-steamers, ships, barks, brigs and schooners. The annexed table will give the number of vessels and the privateers by which they were captured and BY THE ALABAMA.

88	Alert, bark New London Seet 9.	1942
9	Altamaha, brigSippican	1849
8	Amanda, bark	1968
3	Amazonian, bark	1983
9	A. F. Schmidt, ship St. ThomasJuly 2	1988
	Arial steamer New York Dec 7	18.0
	Avon, shipliowiand's Island War on	1904
	Avon, ship	1969
	Benj. Tucker, ship New Bedford Sept. 14	1989
3	B. Toayer, ship	1008
4	Mentilant abin Name Come	1954
7	Charles Hill, shipLiverpool	1000
	Antition bent anna bette den boot	1000

3	Contest, ship. Corsair, schooner	Yokohama Provincetown	Nov. 11, 1983 Sept. 18, 1862
3	Contest, ship. Contest, abouter. Creastaw, abouter. Creastaw, abouter. Creastaw, abouter. Creastaw, abouter. Dorcas Frachooner. Dorcas Frachooner. Dorcas Frachooner. Dorcas Frachooner. Dorcas Frachooner. E. Dunbar, bark. E. Farmham, ship. Express, ship. Express, ship. Express, ship. Goiden Rule, bark. Hark Spalding, bark. Hark Spalding, bark. Hark Spalding, bark. Henrietta, bark. Hark Spalding, bark. Hark Spalding, bark. Lasyetta, ship. John A. Park, ship. John A. Park, ship. John A. Park, ship. Lafayetta, ship. Lafayetta, ship. Lafayetta, ship. Lafayetta, ship. Manchesier, ship. Martia Wenneil, bark. Martabam, ship. Morning Star, ship. Morning Star, ship. Morning Star, ship. Morning Star, ship. Nora, ship. Palmetto, schooner. Punjamb, ship. Talmetto, schooner. Punjamb, ship. Sea Lark, ship. Sea Lark, ship. Sea Lark, ship. Tonawanda, ship.	New York	Oct. 28, 1982 April 26, 1981
ą	E. Dunbar, bark. E. Farnham, ship	Portamouth	Sept. 18, 1862 Oct. 3, 1862
쁔	Express, ship	Callao	July 6 1863
3	Goiden Rule, bark Bark Spalding, bark	New York	Jan. 26, 1863 Nov. 18, 1863
3	Henrietta, bark Highlander, ship	Baltimore	Dec. 26, 1863
8	Jabez Snow, ship John A. Park, ship	New York	.Mar. 25, 1863 .Mar. 2, 1863
3	Kate Cory, brig Kingfisher, schr		April 15, 1863 Mar. 22, 1863
2	Lafayette, ship Lafayette, bark	New York	Oct. 23, 1963 April 15, 1863
ą	Levi Starbuck, ship	New York	Oct. 18, 1863 Oct. 28, 1863
3	Manchester, ship	New York	Oct. 11, 1863
3	Martaban, ship Morning Star, ship	Maulmain	Dec. 24, 1883
4	Nora, ship	New Bedford	Mar. 25, 1863 April 24, 1863
9	Ocmulsee, ship Olive, Jane, bark	Edgartown	Sept. 6, 1861 Feb. 21, 1863
	Palmetto, schooner	Shanghae	April 24, 1863 Fab. 3, 1683
9	Punjaub, ship Rockingham, ship	Calcutta	Mar. 15, 1983 April 23, 1864
3	Sea Lark, ship	New York	Aug. 5, 1863
ı	Sonora, ship	Singapore	Dec. 26, 1863 Sept. 7, 1862
ı	T. C. Siates, ship	New York	June 5, 1863 Nov. 8, 1863
9	Tycoon, bark Union Jack, bark	New York New York	May, 3, 1863
	Washington, ship	New Bedford	Sept. 17, 1863 Feb. 27, 1863
	Weather Gauge, school Winged Racer, schoole	er. Provincetown	Sept. 4, 1862 Nov. 10, 1863
۱	Abigati, bark	New Bedford	May 25, 1865
	Alina, bark Brunswick, bark	Newport, England	.Oct, 1864 June -, 1865
3	Charter Oak, schooner Congress second, back	New Bedford New Bedford.	June 26, 1866 Oct. —, 1864
	Covington, bark Delphine, bark	Warren, R. I London	June 28, 1865 Jan. 13, 1885
	Edward, bark Edward Cary, bark	New Bedford	Dec. 4, 1864 April 1, 1866
1	Favorite, bark	New Bedford	June 21, 1265
	General Williams, ship Gypsey, bark	New London New Bedford	June 25, 1865
•	Harvest, bark	Honolulu New Bedford	April 1, 1865
	I Howland, ship	New Bedford New Bedford	June 27, 1865 June 28, 1865
0	James Maury, bark Jiren Swift, bark	New Bedford	June 28, 1866 June 28, 1865
٥.	Lizzte M. Stacy, school Martha second, bark	ner. Hoston	Nov, 18, 1864 June 28, 1865
	Milo, ship	New Bedford New Bedford	June 28, 1865 June 28, 1865
,	Nimrod, bark Pearl, bark	New Bedford New London	June 25, 1865 April 1, 1865
3	Sophia Thornton, ship. Susan Abigail, bark Susan, brig.	New Bedford San Francisco	June 23, 1865 June 23, 1865
•	Waverly, bark	New Bedford	June 28, 1865
	Aldebaran, schr	Y THE FLORIDA.	.March 13, 1863
0	Arabella, brig H. F. Hoxie, ship	Aspinwali	Jan. 12, 1863 June 16, 1863
1	Clarence, brig	New York	April 17, 1863
r	David Lapsiey, bark Electric Spark, schr	Sombrero New York	July 10, 1864
	F. B. Cutting, ship	Liverpool	Jan. 17, 1868 Aug. 6, 1863
•	General Herry, bark Golconda, bark	New York	July 10, July 18, 1864
	Harriet Stevens, bark. J. Jacob Bell, anto	Philadelphia Portland	Feb. 19, 1861
1	Lapwing, bark	Philadeiphia Boston	June -, 1863 Mar. 27, 1863
1	M. A. Schilner, school	er . Port Royal	June 12, 1883 July 9, 1884
	M. J. Colcord, bark Mondamin, bark	New York	Mar. 80, 1863 Sept. —, 1864
12	Rienzi, schooner	Provincetown	July 7, 1863 Aug. 22, 1863
	Star of Peace, ship		. Mar. 6, 1863
	Varnum H. Hill, schoot	Port Royal	June 13, 1863
1	Wm. B. Nash, brig Wm. C. Clark, brig	New York	July 8, 1863
	Zealand, bark	Y THE SUMTER.	June 10, 1884
	Abbie Bradiord, school Albert Adams, brig	Cuba	July 5, 1861
	Benj. Dunning, brig	Philadelphia	Nov. 20, 1861 July 5, 1861
t	California, bark	New York	July 4, 1861
t	Cubs. Drig	The state of the s	
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1 to		t be seen that the	Alabama de-

the Florida thirty-six, the Sumter twenty-s and the Georgia ten. The claims based on the de struction of these vessels reached, in the aggregate the sum of \$18,250,004.

No. of Vessels. Privateer. \$17,129,209

Total......180
To which is added for increased war in \$1,120,795 \$18,250,004

But this is not all, as there are several small amounts for other privateers, which have, or rather, which have not, yet been made public. THE CASE OF THE UNITED STATES.

Mr. Bancroft Davis, was presented, and contains a full recital of the facts, great and small, of what are known as the Alabama gievances, coupled with an equally full recital of all that the government of the United States has thought or said about it. The case forms a volume of 500 pages, and contains a French translation, and is accompanied by seven other volumes of paper and documents. It asks for compensation in a round sum for the loss of vessels and their cargoes; for the expense of pursuing the rebel privateers; for the loss sustained by the transfer of American ships to foreign flags, and increased cost of insurance, and for the prolongation of the war caused by the operations of these cruisers. In short, the case claims everything it is possible to claim.

## THE FULL BILL.

According to the provisions of the Washington Treaty, which reads that, "in order to remove and adjust all complaints and claims on the part of the United States and to provide for the settlement of hich there can scarcely be any dispute will be considered at the Geneva Conference. The following estimate (from the World) will give an idea of the character and amount of the claims made in behalf of the United States:-

of the United States:—

1. For the destruction of vessels and property belonging to the government of the United States...

11. For the destruction of merchant vessels, cargoes and property sating under the flag of the United States....

11. For other damages or injuries to persons, growing out of the destruction of each class of these vessels.

(In respect to this item the "case" says it is impossible at present for the United States to present a detailed statement, but the amount of the claim cannot be less than hundreds of thousands and possibly millions of dollars, on account of hardy, helpless seamen and their lamilies.]

1V. For national expenditures in the pursuit of the cruisers...

V. For loss in the transier of the American commercial marine to the British flag.

lin respect to this item the United States ask the arbitrators to estimate the amount which ought to be paid to them, ifter we submit statistics in respect to our tennage before and after the rebel-

VI. For enhanced payments of insur-ance by citizens of the United States, so far as now known.

VII. For prolongation of a civil war, the addition of a large sum to the 'cost thereof and of the suppression of the rebei/lon.

Las to this item the United States claim that after

the Anglo-Confederate cruisers, with the hope of involving this country in a war with Greas Britain,
and that the latter ought in equity to reimburse
the United States for the expense thereby entailed
upon them.]

ViII. Interest upon all the claims up to the day
when the award is payable by the terms of the
treaty, which is twelve months after the date of the
award, at the usual rate of interest in the city of
New York, where most of the claims of Individuals
are held, which is seven per cent per annum. The
United States claim that interest should be computed from an average day, say July 1, 1863.
According to the foregoing statement, so far sa it.

According to the foregoing statement, so far as it goes, the figures reach the sum of \$25,136,896. It hibit that the amounts for damages or injuries to persons growing out of the descruction of vesseis by the rebel cruisers, the loss in the transi American commercial marine to the British flag, the prolongation of the war, due to the continued offensive operations of the rebei est upon all the claims up to the day when the award is payable, according to the terms of the schedule. The amount of these claims will vastis increase the American demand. For the benefit of the readers of the Herald we republish the Wash ington Treaty, and they can judge for themselves of the conditions expressed therein, and the powers under which the arbitrators at Geneva will discuss

#### THE ALABAMA TRIAL AT GENEVA.

Treaty Between the United States and Great Questions Between the Two Countries Signed at Washington on the Sth of May,

Whereas differences have arisen between the government of the United States and the government of her Britanna Majesty, and still exit, growing out of the acts committed by the several vessels which have given rise to the dalams generally known as the "Alabama claims."

And whereas lier Britannic Majesty has authorized her high commissioners and plenipotentaries to express, in a friendly spirit, the regret left by Hirr Majesty's government for the escape, under whatever circumstances, of the Alabama and other vessels from lighting. rhendy spirit, over the first potentials of cylings, in a for the example and for the scape, under whatever the Majesty's government for the cape, under whatever the most and for the depredations committed by those reseals.

Now, in order to remove and adjust all complaints and claims on the part of the United States, and to provide for the especial settlement of such and claims on the part of the United States, and to provide for the speedy settlement of such all since which are not admitted by Her Britannies Majesty's government, the high contracting parties agree that all the said claims, growing out of acts committed by the aforesaid vessels and generically known as the "Aisbams hat all the said claims, growing out of acts committed by the aforesaid vessels and generically known as the "Aisbams manner, that is to say. "One shall be named by the President of the United States; one shall be named by the President of the United States; one of the Swiss Confederation shall be requested to name one; the President of the Swiss Confederation shall be requested to name one; and His Majesty the Emperor of Brazil shall be requested to name one. In case of the death, absence or incapacity to serve of any or either of the said arbitrators, or in the event of either of the said arbitrators on thing of declining or ceasing the the said arbitrators of the King of Italy, or the President of the Swiss Bordy Whe King of Italy, or the President of the Swiss Bordy Whe King of Italy, or the President of the Swiss Bordy When King of Italy, or the President of the Swiss Bordy When King of Italy, or the President of the Swiss Bordy When King of Italy, or the President of the Swiss Bordy When King of Italy, or the President of the Swiss Bordy When King of Italy, or the President of the Swiss Bordy When King of Italy, or the President of Brazil, as the case market on the Swiss Bordy When Majesty the Emperor of Brazil, as the case market on the Swiss Bordy When Majesty the Emperor of Brazil, as the case market on the Swiss Bordy When

a the arbitrators may require.

Article 5.

It shall be the duty of the agent of each party, within two nonths after the expiration of the time limited for the de-

It shall be the duty of the age of the time limited for an months after the expiration of the time limited for an ilvery of the counter cases on both sides, to deliver in cate to each of the and arbitrators and to the agent of the party a written or printed argument showing the and referring to the evicance upon which his gover relies; and the arbitrators may, if they desire further dation with regard to any point, require a written or statement or argument, or oral argument by counsel up but in such case the other party shall be entitled the either orally or in writing, as the case may be.

Article 6. In deciding the matters submitted to the arbihali be governed by the following three rules greed upon by the high contracting parties as

A neutral government is bound—
First, to use due diligence to prevent the fitting out, arming requipping, within its jurisdiction, of any ressel which it as reasonable ground to believe is intended to cruise or to arry on war against a Power with which it is at peace; and lao to use like diligence to prevent the departure from its risdiction of any vessel intended to cruise or carry on war a accordance in the control of th

mentation of military supplies or arms, or the recruitment of men.

Thirdly, to exercise due diligence in its own ports and waters, and as to all persons within its jurisdiction, to prevent any violation of the foregoing obligations and duties. Her Britannic Majesty has commanded her fligh Commissioners and Pieurpotentiaries to declare that Her Atajesty's government cannot assent to the Gregoing rules as a statement of principles of international law which were in force at the time when the claims mentioned in Article I arose, but that Her Majesty's government, in order to evitee its desired of strengthening the friendly relations between the two countries and on make of the principles of these claims, the arbitrators should assume that Her Majesty's government had undertaken to act upon the principles set forth in these rules.

And the high contracting parties agree to observe these as between the tenseives in future, and to bring them to the knowledge of other maritume Powers, and to invite them to second to them.

Article 7.

The decision of the tribunal shall, if possible, be made within three months from the close of the argument on both sides.

It shall be made in writing and dated, and shall be signed by the arbitrators who may assent to it.

The said tribunal shall first determine as to each vessel separately whether Great Britain has, by any act or omission, failed to fulfil any of the duties set forth in the forego-

# CONTINUED ON TENTH PAGE.

MAILS FOR EUROPE.

The steamship Thuringia will leave this port on fuesday for Plymouth and Hamburg.

The mails for Europe will close at the Post Office THE NEW YORK HERALD-Edition for Europe-

will be ready at half-past nine o'clock in the m Single copies, in wrappers for mailing, six cents.

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